DECK
ENGINE
HATCH
COAL
BOILER
HATCH
STORE
CHAIN
LOCKER
UNDER
2ND DECK
ST
CAS
ORDE

LLOYD'S REGISTER OF SHIPPING
RECEIVED
28 NOV 1917
LONDON

8/d

RETAIN

W1505-0088

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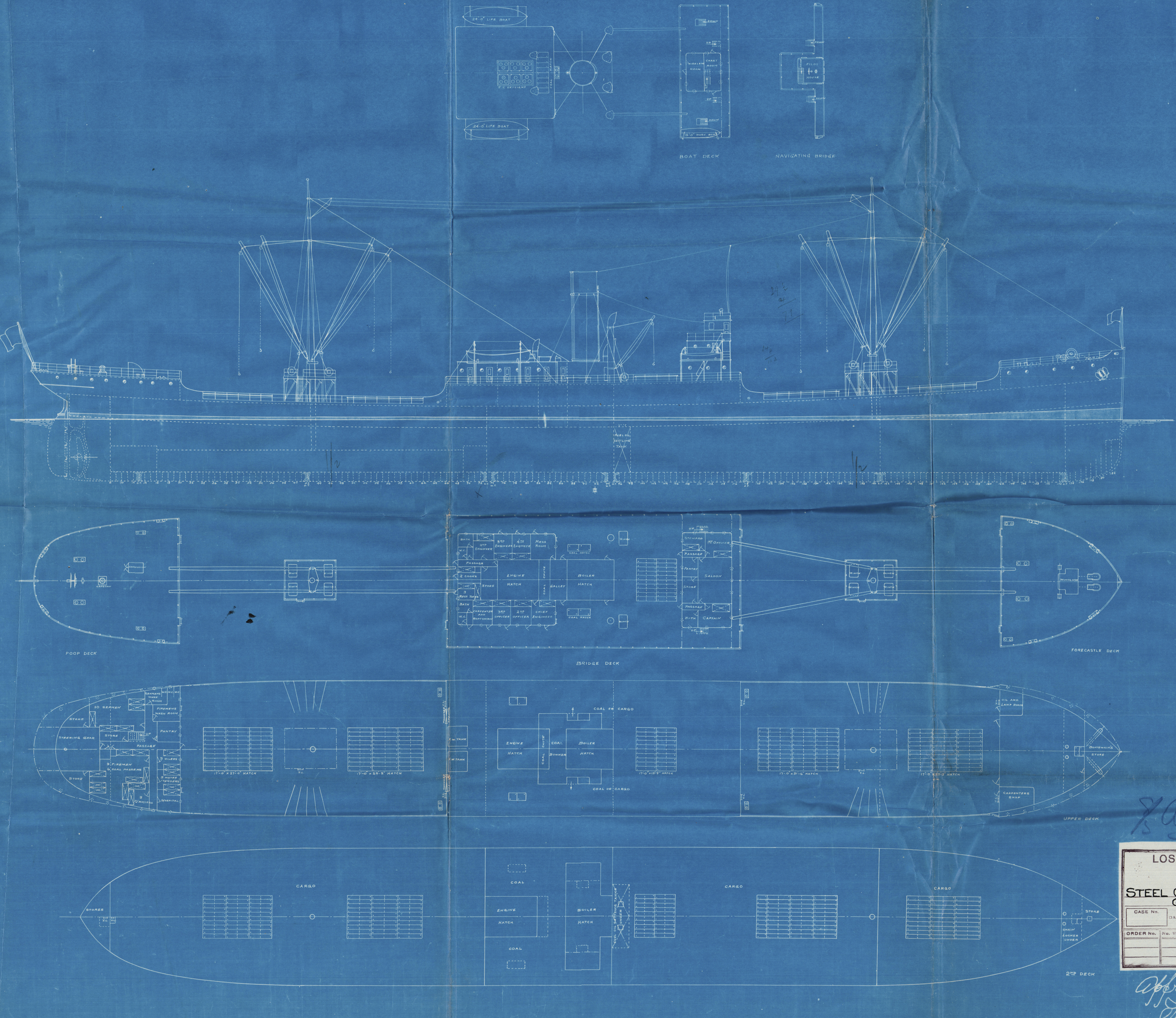
24'-0" LIFE BOAT
24'-0" LIFE BOAT
BOAT DECK
NAVIGATING BRIDGE
PILOT HOUSE
POOP DECK
BRIDGE DECK
FORECASTLE DECK
BATH
W.C.
2ND ENGINEER
3RD ENGINEER
4TH ENGINEER
MESS ROOM
PASSAGE
2 COOKS
STORE
3 MESS BOYS
ENGINE HATCH
COAL CHUTE
GALLEY
BOILER HATCH
COAL HATCH
WINCH
CARPENTER AND BOATSWAIN
3RD OFFICER
2ND OFFICER
CHIEF ENGINEER
UP
STEWARD
1ST OFFICER
PANTRY
SALOON
CAPTAIN
10 SEAMEN
STEERING GEAR
FIREMENS MESS ROOM
8 FIREMEN
COAL PASSERS
HOSPITAL
COAL OR CARGO
COAL BUNKER
OIL AND LAMP ROOM
BOATSWAINS STORE
CARPENTERS SHOP
UPPER DECK
CARGO
COAL
STORE
CHAIN LOCKER
2ND DECK

S/S Accomac

— GENERAL PARTICULARS —	
LENGTH OVERALL	423'-9"
LENGTH BETWEEN PERPS.	410'-0"
BEAM MOULDED	54'-0"
DEPTH MOULDED	29'-9"
DRAFT LOADED	24'-2"
DEADWEIGHT	ABOUT 8800 TONS
SPEED	10½ KNOTS
CUBIC CAPACITY (GRAIN)	490000 CUBIC FT.
CUBIC CAPACITY (BALES)	435000 " "
FUEL OIL	1090 TONS
COAL BUNKER (PERMANENT)	420 "
COAL BUNKER (RESERVE)	900 "
GROSS TONNAGE (AMERICAN) ABOUT	5730 TONS
NET TONNAGE " "	3880 TONS.

LOS ANGELES SHIP BUILDING
AND DRY DOCK CO.
LOS ANGELES, CALIF.

STEEL CARGO STEAMER 8800 TONS D.W.
GENERAL ARRANGEMENT

CASE No.	DATE	SCALE 1/16" = 1ft.	SHEET No.

ORDER No.	No. WANTED	DESIGNED FOR	REMARKS

Approved
Theo. E. Ferris
May 17/17

W1505-0088

Upper Deck

Poop: Bridge & F'cle.

(with Doubling Plates)

Los Angeles S.B. & D.D. Co.

Nos 1 to 8.

Approved Plan.

	Hull Nos	F.E. Rept Nos
S/S "Accomac"	1	2778
" "Wakulla"	2	2783
" "Wampum"	3	2784
" "Wassaic"	4	2785
" "West Galoc"	5	2814
" "West Galeta"	6	2823
" "West Zula"	7	2867.
" "West Zucker.	8.	2891

Los Angeles S.B. & Dry Dk Co

San Pedro.

California.

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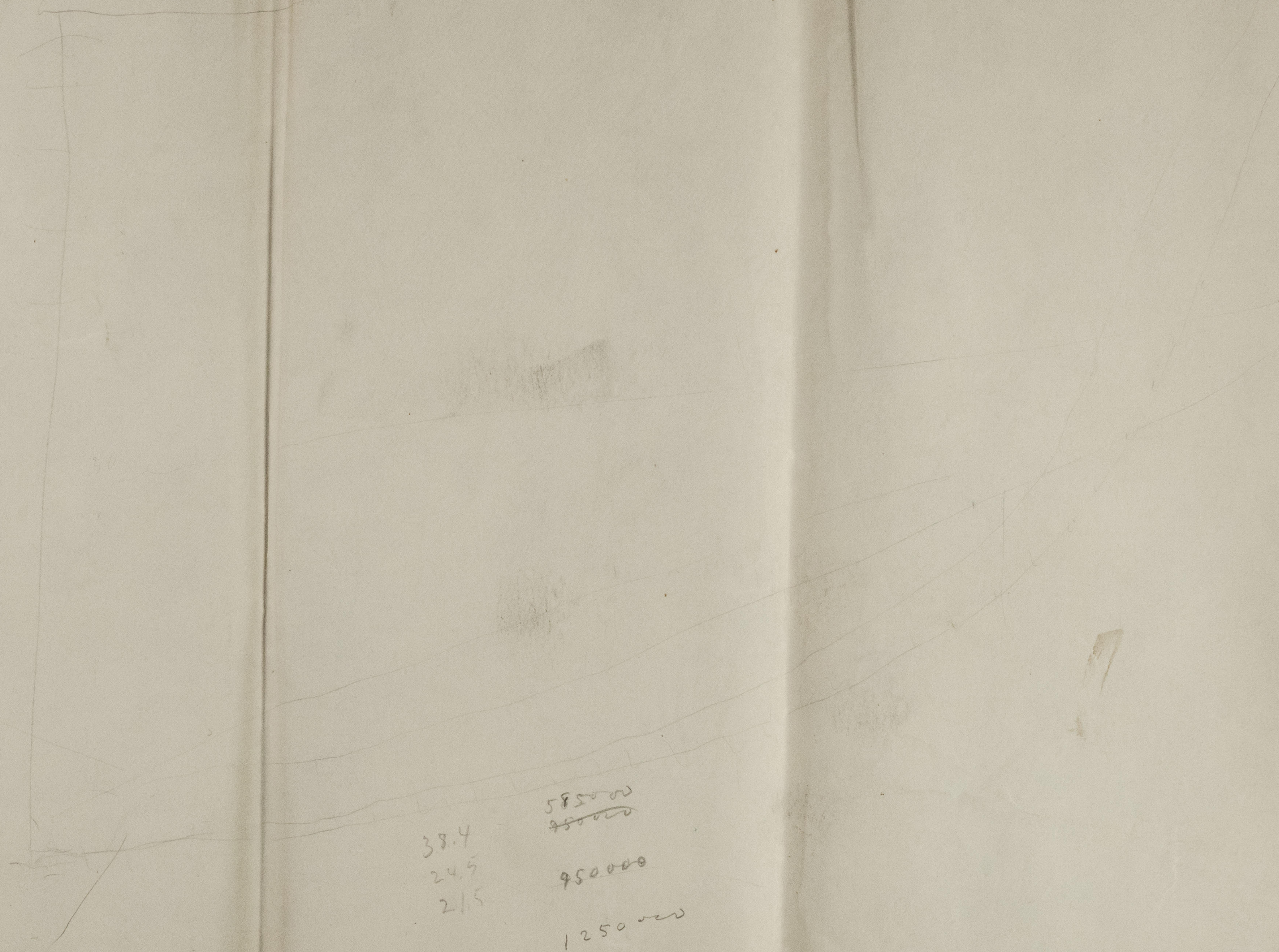

38.4
24.5
21.5

585000
~~450000~~

950000

1250000

POOP DECK
ELEVATION OF POOP FRONT
PLAN OF BRIDGE DECK
ENGINE HATCH
BOILER HATCH
HATCH No 3
FORWARD BRIDGE FRONT
FORECASTLE DECK
PLAN OF UPPER DECK
HATCH No 5
HATCH No 4
HATCH No 2
HATCH No 1
A
B
C
D
E
F
3½" x 3½" x 6.5# DECK ANGLE
¾" RIVETS @ 3⅜" C-C
30" x 42" HATCH

JAN 14 1918
NEW YORK

J. Spenceli

Surveyor

TABLE of RIVETS for DECK PLATING

BUTT LAPS for UPPER DECK

2½" - FOR PLATES U-D-A. 1,2,3,9 to 12,13,14 SINGLE RIVETTED - ⅝" RIVETS AT 2½" C-C
3" - do do U-D-A. 4 & 5 - do do ¾" do - 3" C-C
5" - do do U-D-A. 6,7,8,9,10,11 DOUBLE RIVETTED ¾" do - 3" C-C
2½" - do do U-D-B. 1,2, & 13,14,15 SINGLE do ⅝" do - 2½" C-C
3" - do do U-D-B. 3 & 4 do do ¾" do - 3" C-C
5" - do do U-D-B. 5,6 - 9,10,11,12 DOUBLE do ¾" do - 3" C-C
3" - do do U-D-C. 1,2,3, & 16,17,18,19 SINGLE RIVETTED ¾" do - 3" C-C
5" - do do U-D-C. 4,7,8,9,10,11,12 & 15 DOUBLE RIVETTED ¾" do - 3" C-C
9" - do do U-D-C. 5,6 & 13,14 TREBLE do ⅞" do - 3½" C-C
3" - do do U-D-D. 1,2,3, & 15 to 19 INCL. SINGLE do ¾" do - 3" C-C
5" - do do U-D-D. 4 TO 14 INCL. DOUBLE do ¾" do - 3" C-C
2½" - do do U-D-E. 1, & 14,15,16 SINGLE do ⅝" do - 2½" C-C
5" - do do U-D-E. 2 TO 13 INCL. DOUBLE do ¾" do - 3" C-C
7½" - do do U-D-F. 1 TO 5 & 17 TO 22 INCL. TREBLE do ¾" do - 3⅜" C-C
7½" - do do U-D-F. 9 TO 13 INCLUSIVE do do ¾" do - 3⅜" C-C
12" - do do U-D-F. 6,7,8, & 14,15,16. QUADRUPLE do ⅞" do - 3½" C-C

EDGE LAPS for UPPER DECK

2¼" FOR PLATES U-D-A. .34" TO .34" SINGLE RIVETTED ⅝" RIVETS AT 2⅞" C-C
2½" do do U-D-A. .34" TO .40"; .44"; .48"; .40" TO .44" [illegible] do do ¾" do - 3⅜" C-C
2½" do do U-D-B. .34" TO .34" do do ⅝" do - 2⅞" C-C
2½" do do U-D-B. .34" TO .38"; .45" [illegible] do do ¾" do - 3⅜" C-C
3" do do U-D-B. .48" TO .52" do do ⅞" do - 4" C-C
2½" do do U-D-C. .34" TO .34"; .38", .45"; .40" TO .44", .48" do do ¾" do - 3⅜" C-C
3" do do U-D-C. .48" TO .52"; .40" TO .52"; .34" TO .52" do do ⅞" do - 4" C-C
2¼" do do U-D-D. .34" TO .34" do do ⅝" do - 2⅞" C-C
2½" do do U-D-D. .34" TO .48"; .40" TO .48"; .48 TO .48 do do ¾" do - 3⅜" C-C
2½" do do U-D-E. .34" TO .44"; .48" TO .40"; .44" do do do do - do
3" do do U-D-E. .40" TO .66"; .48" TO .66" DOUBLE do ⅞" do - 4" C-C
2½" do do U-D-F. (SEE ABOVE) SINGLE do ¾" do - 3⅜" C-C
3" do do U-D-F. do do ⅞" do - 4" C-C

ALL DOUBLING PLATES U-D-G. 1 TO R INCLUSIVE .40" THICK. ¾" do - 3⅜" C-C

PLATING RIVETTED to UPPER DECK BEAMS

FOR PLATES U-D-A 1 TO 4 & 11 TO 14 INCLUSIVE ⅝" RIVETS AT 4½" C-C
do do U-D-A 5 TO 10 do ¾" do - 5¼" C-C
do do U-D-B 1 TO 3 & 12 TO 15 do ⅝" do - 4½" C-C
do do U-D-B 4 TO 11 do ¾" do - 5¼" C-C
do do U-D-C 1 & 18,19 do ⅝" do - 4½" C-C
do do U-D-C 2,3,4, - 7 TO 12 & 15 TO 17 do ¾" do - 5¼" C-C
do do U-D-C 5,6 & 13,14 do ⅞" do - 6¼" C-C
do do U-D-D 1 TO 4 & 15 TO 19 do ⅝" do - 4½" C-C
do do U-D-D 5 TO 14 do ¾" do - 5¼" C-C
do do U-D-E 1-2 & 14,15,16 do ⅝" do - 4½" C-C
do do U-D-E 3 TO 13 do ¾" do - 5¼" C-C
do do U-D-F 1 TO 6 - 9 TO 13 & 17 TO 22 do ¾" do - 5¼" C-C
do do U-D-F 7 & 8 & 14,15,16 do ⅞" do - 6¼" C-C

BUTT LAPS for FORECASTLE & POOP DECKS

2½" FOR A, B & C STRAKES - SINGLE RIVETTED - ¾" RIVETS AT 3" C-C
4¼" do E STRAKE DOUBLE do ¾" do - 3" C-C

EDGE LAPS for FORECASTLE & POOP DECKS

2½" FOR ALL PLATES ¾" RIVETS AT 3⅜" C-C

PLATING RIVETTED TO FORECASTLE & POOP DECK BEAMS

FOR ALL PLATES ¾" RIVETS AT 5¼" C-C
ALL DOUBLING PLATES .36" THICK ¾" do AT 3" C-C

BUTT LAPS for BRIDGE DECK

5" - FOR A, B, C, D, E STRAKES DOUBLE RIVETTED - ¾" RIVETS AT 3" C-C
9" - do "F" STRINGER PLATES TREBLE do ⅞" do - 3½" C-C

EDGE LAPS for BRIDGE DECK

2½" FOR A, B, C, D STRAKES SINGLE RIVETTED ¾" RIVETS AT 3" C-C
5¼" FOR E & F do double do ⅞" do - 3½" C-C

PLATING RIVETTED TO BRIDGE DECK BEAMS

FOR ALL A, B, C, D & E PLATES ¾" RIVETS AT 5¼" C-C
FOR F PLATES ⅞ do - 6¼" C-C
ALL DOUBLING PLATES .40" THICK ⅞" RIVETS AT 3⅜" C-C

LOS ANGELES SHIP BUILDING
AND DRY DOCK CO.
LOS ANGELES, CALIF.

UPPER DECK, POOP, BRIDGE, AND FORECASTLE.
ENGINE & BOILER CASINGS, DECK ERECTIONS.

CASE No.	DATE:	SCALE:	SHEET No.
13	SEPT. 1ST	¼" = 1 FOOT	95

ORDER No.	No. WANTED	DESIGNED FOR	REMARKS

W1620-0216

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Second Deck.

Los Angeles S.B. & D.D. Co.

Nos 1 to 8

Approved Plans

	Hull No	F.E. Rept No
S/S "Accomac"	1	2778
" "Wakulla"	2	2783
" "Wampum"	3	2784
" "Wassaic"	4	2785
" "West Galoc"	5	2814
" "West Galeta"	6	2823
" "West Zula"	7	2869
" "West Zucker"	8	2891

Los Angeles S B & Dry Dk Co
San Pedro
California.

LLOYDS REGISTER OF SHIPPING
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W1620-0215

HATCH No 5
HATCH No 4
ENGINE HATCH
BOILER HATCH
HATCH No 3
HATCH No 2
HATCH No 1
PLAN of SECOND DECK
ELEVATION of SHAFT TUNNEL
REMOVABLE PLATES TO BE SECURED BY 5/8" MACHINE BOLTS SPACED AS FOR RIVETS.
DETAIL of MAIN MAST STEP
SCALE - 1/2" = 1 FOOT
MAIN MAST TO CENTER ON FRAME LINE #93
PLAN of WATER TIGHT FLAT AFT and TOP of SHAFT TUNNEL
DETAIL of STIFFENERS FOR BOILER HATCH AT 2ND DECK
STIFFENER OVER COAL SADDLE
HALF ELEVATION of BOILER HATCH AT FRAME #84 LOOKING FORWARD.
HALF ELEVATION of BOILER HATCH AT FRAME #93 LOOKING AFT.
ELEVATION of OUTSIDE of ENGINE HATCH
EXPANDED SLOPING SIDE of BOILER HATCH
CENTER LINE OF SHIP
PLAN of STIFFENERS, ETC. FOR ENGINE & BOILER HATCH AT SECOND DECK.
DETAIL of BOILER HATCH AT UPPER DECK
SCALE - 1" = 1 FOOT
PLAN of BEAMS at 2ND DECK HATCHES
DETAIL of BEAMS at HATCHES
DETAIL of BOILER HATCH AT SECOND DECK
SCALE - 1" = 1 FOOT
DETAILS of HATCH LADDERS SHOWING STANCHIONS FLATTENED AT ENDS WITH 3½"x3½"x9.8# CLIP AT TOP AND BOTTOM OF BOTH SIDES
SEE PANTING ARRANG. FOR'D (CASE 16 SHEET 257) FOR STGR. CONNECTIONS.
See approved plan of panting arrangement
PLAN of WATERTIGHT FLAT FOR'D AND LOWER STRINGER.
BUTT LAP 5" WIDE 3/4" RIVETS - 3" C-C.
BEAMS OF W.T. FLAT FOR'D. 7"x3.438"x3.438"x18.6#
A
B
C
D
E
F

LOS ANGELES SHIP BUILDING
AND DRY DOCK CO.
LOS ANGELES, CALIF.

PLAN of SECOND DECK & WATERTIGHT FLATS
DETAILS of SHAFT TUNNEL & BOILER HATCH.

CASE No	DATE	SCALE	SHEET No
13	AUG. 3. 1917	¼" = 1 FOOT.	84

ORDER No.	No. WANTED	DESIGNED FOR	REMARKS
		HULLS 1 TO 8	

W1620-0215

S.S. ACCOMAC.

Midship Section
of vessel as built.

Hull No 1.
Los Angeles S.B.
& Dry Dk Co.
San Pedro
California.

S. Fo rpt. No 2778.

LLOYD'S REGISTER OF SHIPPING
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30 AUG 1918
LONDON

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W1505-0089

BLUE PRINT DEPT.
ISSUED
JUL 3 1918

Mr Bennett
650

W1505-0089

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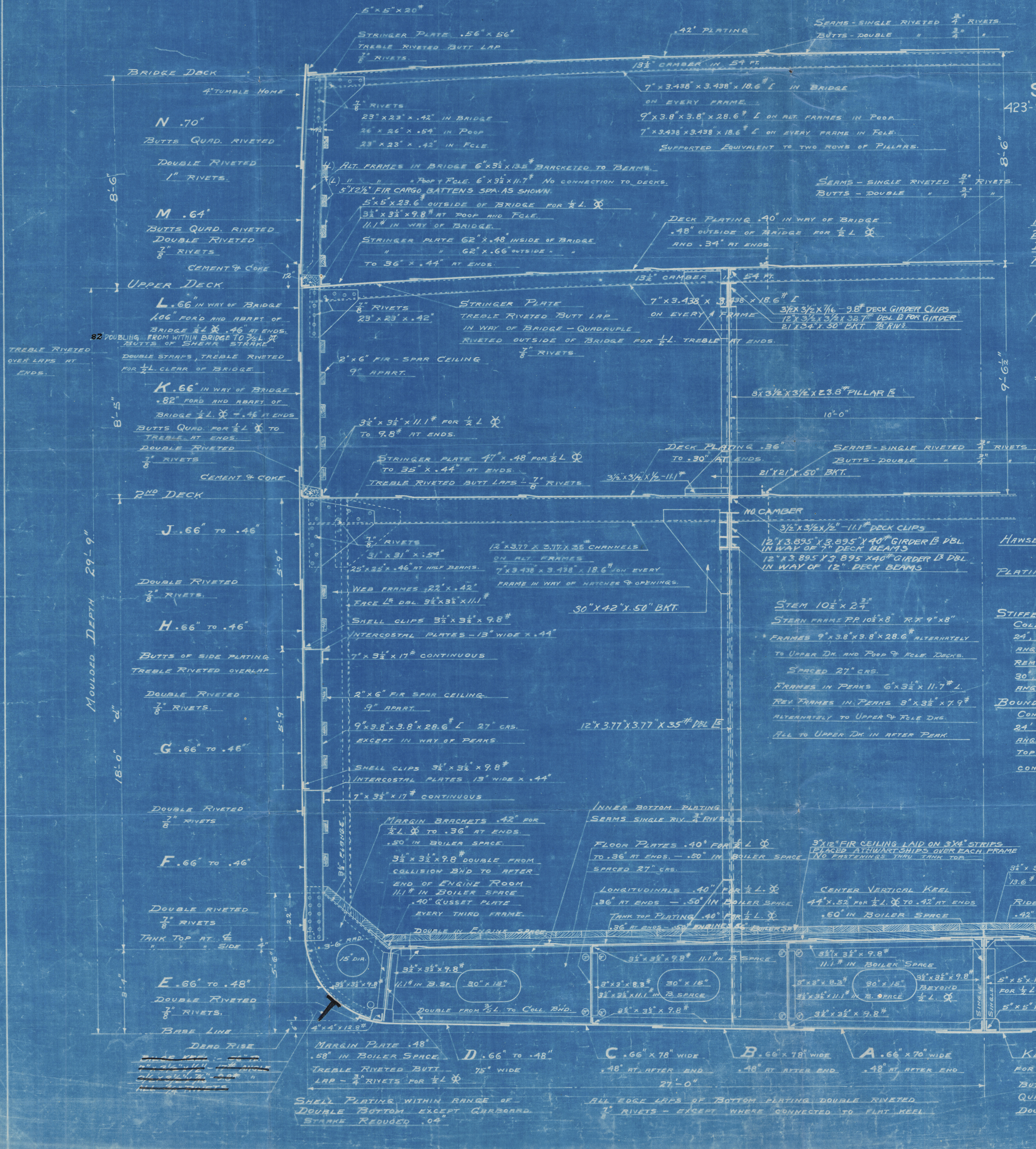
Approved
Thos. E. Ferris
May 12/17

SCALE ½" = 1 FT.

CASE 14 SHEET 66

MIDSHIP SECTION
STEEL FREIGHT STEAMER

423'-9" OVER ALL 410'-5½"-54' BEAM 29'-9" DEPTH.


5"×5"×20#
STRINGER PLATE .56"×56"
TREBLE RIVETED BUTT LAP
⅞" RIVETS.
.42" PLATING
SEAMS - SINGLE RIVETED ¾" RIVETS.
BUTTS - DOUBLE " ¾" "
BRIDGE DECK
4" TUMBLE HOME
13½" CAMBER IN 54 FT.
7"×3.438"×3.438"×18.6# ∠ IN BRIDGE ON EVERY FRAME.
9"×3.8"×3.8"×28.6# ∠ ON ALT. FRAMES IN POOP.
7"×3.438"×3.438"×18.6# ∠ ON EVERY FRAME IN FCLE.
SUPPORTED EQUIVALENT TO TWO ROWS OF PILLARS.
⅞" RIVETS
23"×23"×.42" IN BRIDGE
26"×26"×.54" IN POOP
23"×23"×.42" IN FCLE.
4½"
N .70"
BUTTS QUAD. RIVETED
DOUBLE RIVETED
1" RIVETS.
8'-6"
(4) ALT. FRAMES IN BRIDGE 6"×3½"×13.5# BRACKETED TO BEAMS.
(L) " " " POOP & FCLE. 6"×3½"×11.7# NO CONNECTION TO DECKS.
5"×2½" FIR CARGO BATTENS SPA. AS SHOWN.
5"×5"×23.6# OUTSIDE OF BRIDGE FOR ½ L. ⊗
3½"×3½"×9.8# AT POOP AND FCLE.
11.1# IN WAY OF BRIDGE.
STRINGER PLATE 62"×.48" INSIDE OF BRIDGE
" " 62"×.66" OUTSIDE " "
TO 36"×.44" AT ENDS.
SEAMS - SINGLE RIVETED ¾" RIVETS.
BUTTS - DOUBLE " ¾" "
M .64"
BUTTS QUAD. RIVETED
DOUBLE RIVETED
⅞" RIVETS
CEMENT & COKE
12"
DECK PLATING .40" IN WAY OF BRIDGE
.48" OUTSIDE OF BRIDGE FOR ½ L ⊗
AND .34" AT ENDS.
8'-6"
UPPER DECK
13½" CAMBER IN 54 FT.
L .66" IN WAY OF BRIDGE
1.06" FOR'D AND ABAFT OF
BRIDGE ½ L ⊗ .46" AT ENDS.
82 DOUBLING FROM WITHIN BRIDGE TO 3/5 L ⊗
BUTTS OF SHEAR STRAKE
DOUBLE STRAPS, TREBLE RIVETED
FOR ½ L. CLEAR OF BRIDGE.
TREBLE RIVETED
OVER LAPS AT
ENDS.
⅞" RIVETS
23"×23"×.42"
STRINGER PLATE
TREBLE RIVETED BUTT LAP
IN WAY OF BRIDGE - QUADRUPLE
RIVETED OUTSIDE OF BRIDGE FOR ½ L. TREBLE AT ENDS.
⅞" RIVETS.
7"×3.438"×3.438"×18.6# ∠
ON EVERY FRAME
3½"×3½"×7/16 - 9.8# DECK GIRDER CLIPS
12"×3½"×3½"×32.7# DBL. ∠S FOR GIRDER
21"×34"×.50" BKT. ⅞" RIVS.
2"×6" FIR - SPAR CEILING
9" APART.
K .66" IN WAY OF BRIDGE
.82" FOR'D AND ABAFT OF
BRIDGE ½ L. ⊗ - .46" AT ENDS
BUTTS QUAD. FOR ½ L ⊗ TO
TREBLE AT ENDS.
DOUBLE RIVETED
⅞" RIVETS
8'-5"
8"×3½"×3½"×23.8# PILLAR ∠S
10'-0"
9'-6½"
3½"×3½"×11.1# FOR ½ L ⊗
TO 9.8# AT ENDS.
DECK PLATING .36"
TO .30" AT ENDS.
SEAMS - SINGLE RIVETED ¾" RIVETS
BUTTS - DOUBLE " ¾"
STRINGER PLATE 47"×.48" FOR ½ L ⊗
TO 35"×.44" AT ENDS.
TREBLE RIVETED BUTT LAPS - ⅞" RIVETS
3½"×3½"×½-11.1#
21"×21"×.50" BKT.
CEMENT & COKE
2ND DECK
NO CAMBER
3½"×3½"×½"-11.1# DECK CLIPS
12"×3.895"×3.895"×40# GIRDER ∠S DBL. IN WAY OF 7" DECK BEAMS
12"×3.895×3.895×40# GIRDER ∠S DBL. IN WAY OF 12" DECK BEAMS
J .66" TO .46"
⅞" RIVETS
31"×31"×.54"
25"×25"×.46" AT HALF BEAMS.
12"×3.77×3.77×35 CHANNELS ON ALT. FRAMES
7"×3.438"×3.438"×18.6# ON EVERY FRAME IN WAY OF HATCHES & OPENINGS.
5'-9"
DOUBLE RIVETED
⅞" RIVETS.
WEB FRAMES 22"×.42"
FACE ∠S DBL. 3½"×3½"×11.1#
30"×42"×.50" BKT.
SHELL CLIPS 3½"×3½"×9.8#
INTERCOSTAL PLATES - 13" WIDE × .44"
7"×3½"×17# CONTINUOUS
H .66" TO .46"
BUTTS OF SIDE PLATING
TREBLE RIVETED OVERLAP
STEM 10½"×2¾"
STERN FRAME P.P. 10½"×8" R.F. 9"×8"
FRAMES 9"×3.8"×3.8"×28.6# ALTERNATELY
TO UPPER DK. AND POOP & FCLE. DECKS.
SPACED 27" CRS.
FRAMES IN PEAKS 6"×3½"×11.7# ∠.
REV. FRAMES IN PEAKS 3"×3½"×7.9#
ALTERNATELY TO UPPER & FCLE DKS.
ALL TO UPPER DK. IN AFTER PEAK.
MOULDED DEPTH 29'-9"
DOUBLE RIVETED
⅞" RIVETS.
2"×6" FIR SPAR CEILING
9" APART.
5'-9"
18'-0" "d"
9"×3.8"×3.8"×28.6# ∠ 27" CRS.
EXCEPT IN WAY OF PEAKS.
12"×3.77"×3.77"×35# DBL ∠S
G .66" TO .46"
SHELL CLIPS 3½"×3½"×9.8#
INTERCOSTAL PLATES 13" WIDE × .44"
7"×3½"×17# CONTINUOUS
DOUBLE RIVETED
⅞" RIVETS
INNER BOTTOM PLATING
SEAMS SINGLE RIV. ¾" RIVETS
MARGIN BRACKETS .42" FOR
½ L. ⊗ TO .36" AT ENDS.
.50" IN BOILER SPACE.
3½"×3½"×9.8# DOUBLE FROM
COLLISION B'HD TO AFTER
END OF ENGINE ROOM
11.1# IN BOILER SPACE
.40" GUSSET PLATE
EVERY THIRD FRAME.
DOUBLE IN ENGINE SPACE
3½" FLANGE
F .66" TO .46"
FLOOR PLATES .40" FOR ½ L ⊗
TO .36" AT ENDS. - .50" IN BOILER SPACE
SPACED 27" CRS.
3"×12" FIR CEILING LAID ON 3×4" STRIPS
PLACED ATHWARTSHIPS OVER EACH FRAME
NO FASTENINGS THRU TANK TOP
LONGITUDINALS .40" FOR ½ L. ⊗
.36" AT ENDS - .50" IN BOILER SPACE
TANK TOP PLATING .40" FOR ½ L. ⊗
.36" AT ENDS - .50" ENGINE & .56" BOILER SP.
CENTER VERTICAL KEEL
44"×.52" FOR ½ L. ⊗ TO .42" AT ENDS
.60" IN BOILER SPACE
3½"×3½"×12.4#
13.6# IN BOILER SPACE
RIDER PLATE 44"×.52" FOR ½ L. ⊗
.42" AT ENDS - .56" IN BOILER SPACE.
22"
DOUBLE RIVETED
⅞" RIVETS
TANK TOP AT ℄
" " " SIDE 4"
3'-6" RAD.
15" DIA.
3½"×3½"×9.8#
11.1# IN B. SP.
30"×15"
3½"×3½"×9.8# 11.1# IN B. SPACE
3"×3"×8.3#
3½"×3½"×11.1# IN B. SPACE
3½"×3½"×9.8#
11.1# IN BOILER SPACE
3½"×3½"×9.8# BEYOND ½ L. ⊗
SINGLE
SINGLE
5"×5"×18.1# FOR ½ L ⊗
5"×5"×18.1#
DOUBLE RIVETED EDGE LAP
⅞" RIVETS
RIDER PLATE AND
CENTER VERTICAL KEEL
TREBLE RIVETED BUTT LAPS
⅞" RIVETS.
5'-6"
3'-4"
E .66" TO .48"
DOUBLE RIVETED
⅞" RIVETS.
DOUBLE FROM 3/5 L. TO COLL. B'HD.
4"×4"×12.8#
6"
BASE LINE
DEAD RISE
~~BILGE KEEL - .58" P.~~
~~7"×3½"×½" - 17# ANGLE~~
~~3½×3½×⅞" - 9.8# "~~
~~ALL ¾" RIVETS~~
MARGIN PLATE .48"
.58" IN BOILER SPACE
TREBLE RIVETED BUTT
LAP - ¾" RIVETS FOR ½ L ⊗
D .66" TO .48"
75" WIDE
C .66"×78" WIDE
.48" AT AFTER END
B .66"×78" WIDE
.48" AT AFTER END
A .66"×70" WIDE
.48" AT AFTER END
27'-0"
KEEL PLATE 47"×1.02"
FOR 3/5 L. ⊗ TO .72" AT ENDS.
BUTTS - OVERLAPPED
QUADRUPLE RIVETED - 1⅛" RIVETS
DOUBLE RIVETED EDGE LAP - 1" RIVETS.
SHELL PLATING WITHIN RANGE OF
DOUBLE BOTTOM EXCEPT GARBOARD
STRAKE REDUCED .04"
ALL EDGE LAPS OF BOTTOM PLATING DOUBLE RIVETED
⅞" RIVETS - EXCEPT WHERE CONNECTED TO FLAT KEEL

LLOYD'S NUMERALS

1ST NUMERAL 54 + 29.75 = 83.75
2ND " 83.75 × 410.45 = 34375.0
DEPTH (d) = 18'-0"
PROPORTIONS TO BRIDGE DK. = 10.73
TO UPPER DK. = 13.79

EQUIPMENT NUMBER

PLATING NUMBER		34375
FORECASTLE	41 × 8 × ¾	246
BRIDGE	110 × 8 × ¾	660
POOP	55 × 8 × ¾	330
DECK HOUSES	52 × 8 × ½	208
EQUIPMENT No.		35819

EQUIPMENT

2 BOWER ANCHORS		7150 LBS. EACH.
1 "	"	6160 "
1 STREAM	"	2450 "
1 KEDGE	"	1050 "

(ALL STOCKLESS ANCHORS)

270 FTHMS	2¼"	STUD CHAIN CABLE	
90 "	4¾"	STEEL WIRE -	(STREAM)
120 "	5"	" "	(TOWLINE)

HAWSERS 2-8" AND 2-7" - 90 FTHMS EACH.

TRANSVERSE BULKHEADS.

PLATING.

AS PER RULE

STIFFENERS.

COLLISION BHD. HOLD 12"×4"×4"×40# ∠ SPACED 24", BK'T ATTACHMENT TWEEN DECK 5"×3"×9.8# ANGLE SPACED 24", NO LUG ATTACHMENT.

REMAINDER OF BHDS. AS PER RULE SPACED 30", LUG ATTACHMENT. TWEEN DECK 5"×3"×9.8# ANGLE SPACED 30", NO LUG ATTACHMENT

BOUNDRY BARS.

CONNECTION TO TANK TOP AND SHELL BELOW 24' BELOW TOP OF BULKHEAD 5"×5"×18.1# SINGLE ANGLE, CONNECTION TO SHELL ABOVE 24' BELOW TOP OF BULKHEAD 3½"×3½"×9.8# SINGLE ANGLE CONNECTION TO DECKS 3"×3"×7.2# SINGLE ANGLE.

CASE 14 - SHEET 66

W1505-0089

Main boilers

Los Angeles S B + D D Co
Hulls No. 1 to 8

Hull No.	Name	S Fo Rpt No.
1	Accomac	2778
2	Wakulla	2783
3	Wampum	2784
4	Wassaic	2785
5	West Galoc	2814
6	West-Galetá	2823
7	West-Zula	2867
8	West-Zucker	2891

LLOYDS REGISTER OF SHIPPING
RECEIVED
3 - JAN 1919
LONDON

RETAIN

W1505-0090

The Surveyors
Philadelphia

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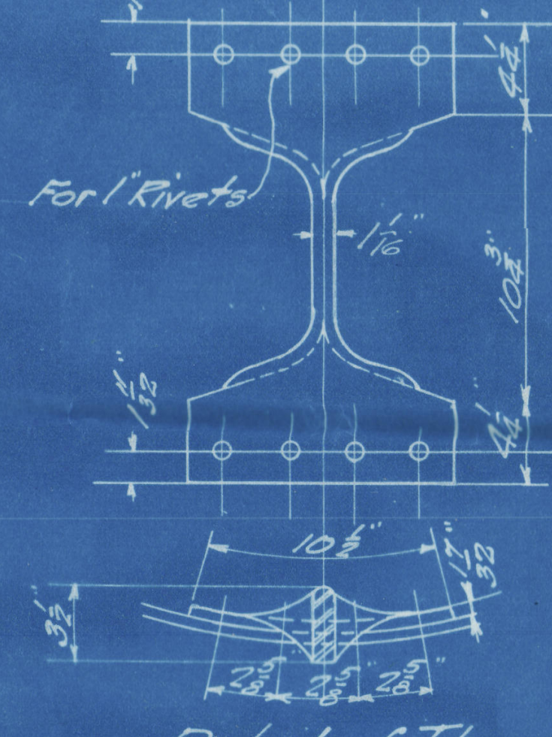
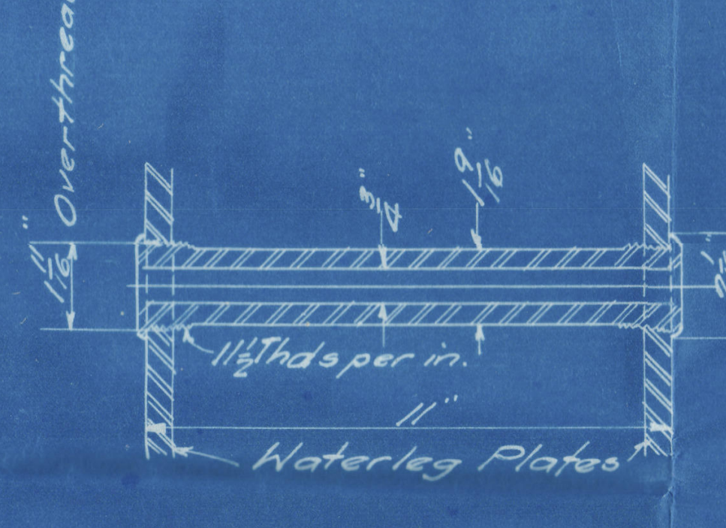
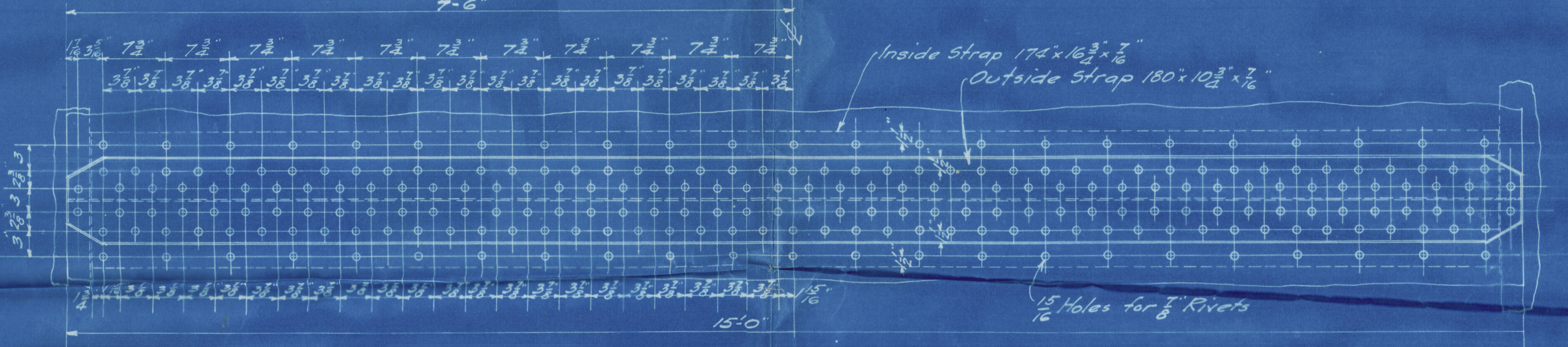
Lloyd's Register
Foundation


For 1" Rivets
$\frac{11}{32}$"
$4\frac{1}{4}$"
$10\frac{3}{4}$"
$1\frac{1}{16}$"
$10\frac{1}{2}$"
$3\frac{1}{2}$"
$2\frac{5}{8}$"
$\frac{17}{32}$"

Detail of Throat Stay
Spaced $10\frac{1}{2}$" ℄ to ℄.


Over threads
$1\frac{1}{16}$"
$\frac{3}{4}$"
$1\frac{9}{16}$"
$2\frac{1}{16}$"
$11\frac{1}{2}$ Thds per in.
11"
Waterleg Plates

Detail of Staybolt
Made of Hollow Seamless Tubing
turned down, threaded, and
riveted over.


7'-6"
$7\frac{3}{4}$"
$3\frac{7}{8}$"
Inside Strap 174" x $16\frac{3}{4}$" x $\frac{7}{16}$"
Outside Strap 180" x $10\frac{3}{4}$" x $\frac{7}{16}$"
$\frac{15}{16}$ Holes for $\frac{7}{8}$" Rivets
15'-0"

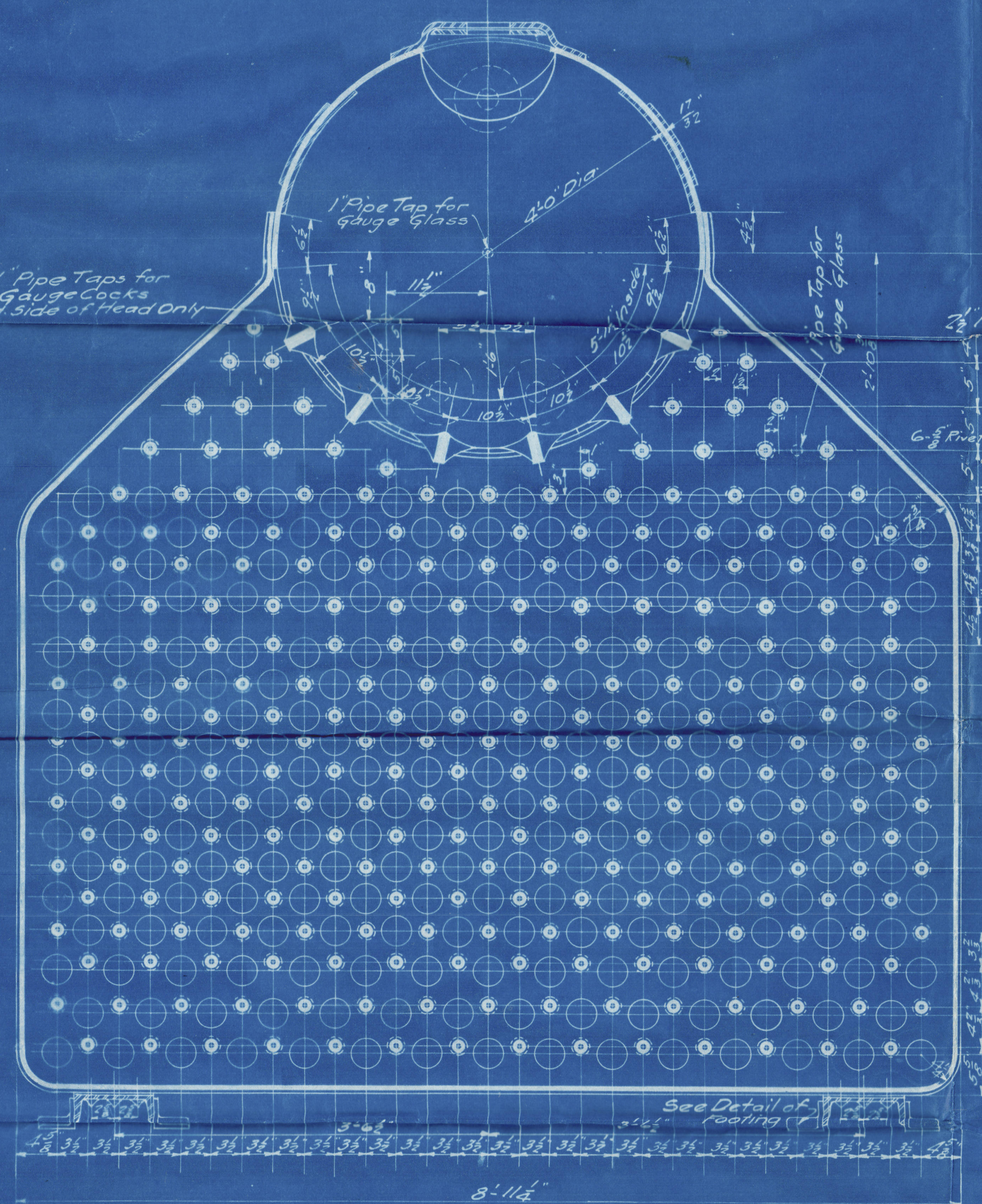
WORKING PRESSURES U.S. RULES

Name	Size	Working Pressure lbs. per sq. in.
Shell	$\frac{17}{32}$"	$\frac{58000 \times .5313}{6 \times 24} = 214$
Tube Sheet	$\frac{17}{32}$"	$\frac{120 \times 8.5^2}{5 \times 7} = 247.7$
Stay Bolt	$1\frac{9}{16}$" Dia $\frac{3}{4}$" Hole	$\frac{1.476 \times 6000}{5 \times 7} = 253.5$
Circular Seam	$1\frac{1}{16}$" Rivet Hole	$\frac{.8866 \times 58000 \times 23}{2.6875 \times 6 \times 12 \times 28} = 218$
Long. Seam	$\frac{15}{16}$" Rivet Hole	$\frac{1 \times .6903 + (4 \times .6903 \times 1.75) \times 58000 \times 23}{7.75 \times 24 \times 6 \times 28} = 235$
Heads	$\frac{5}{8}$	$\frac{.6875 \times 58000}{24 \times 5} = 332$
Throat Stay	$3\frac{1}{2}$" x $1\frac{1}{16}$	$\frac{3.5 \times 1.0625 \times 7000}{10.5 \times 12} = 206.6$
" " Rivets	$1\frac{1}{16}$" Rivet Hole	$\frac{4 \times .8866 \times 58000 \times 23}{10.5 \times 12 \times 6 \times 28} = 223.5$

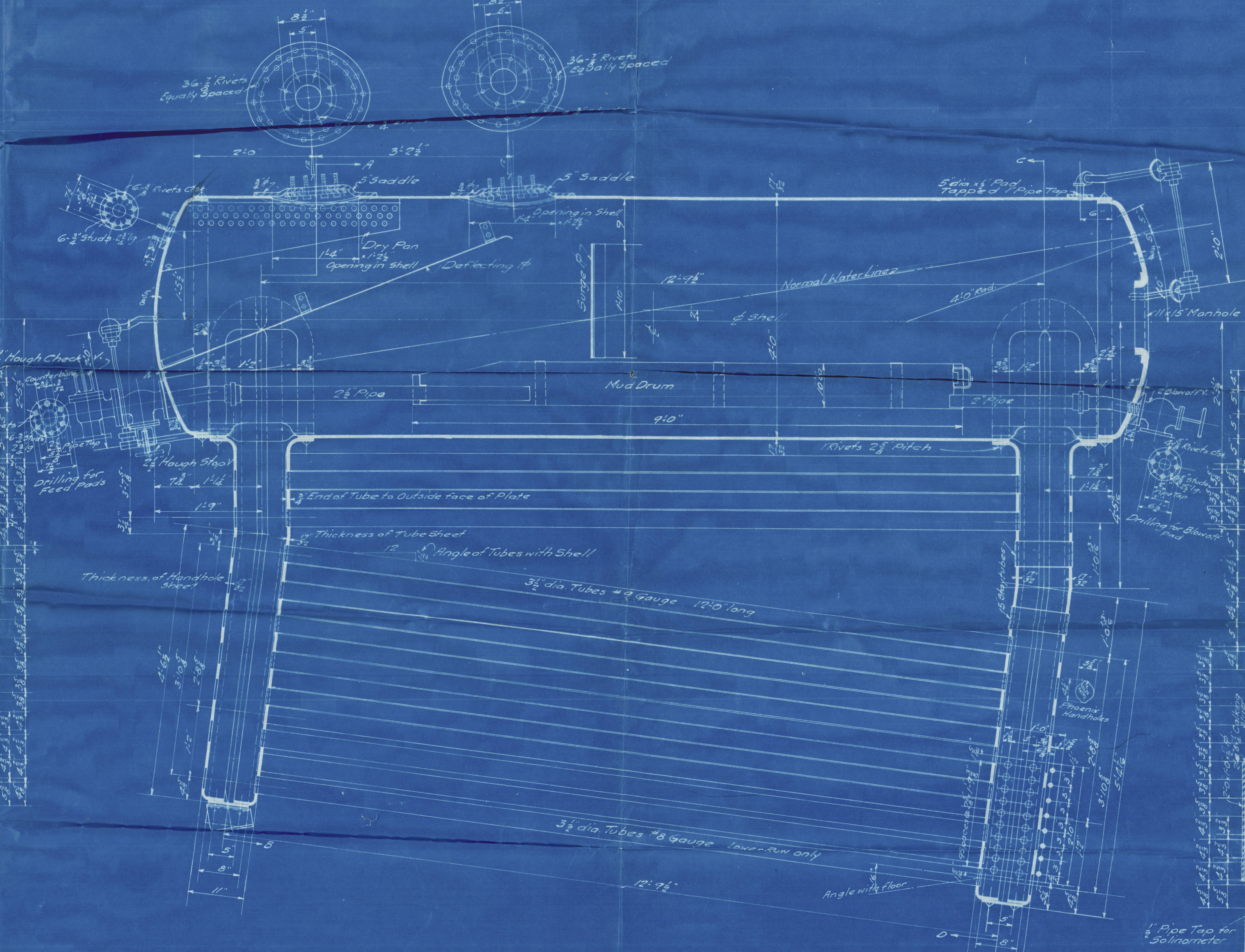
Boiler Working Pressure 200#

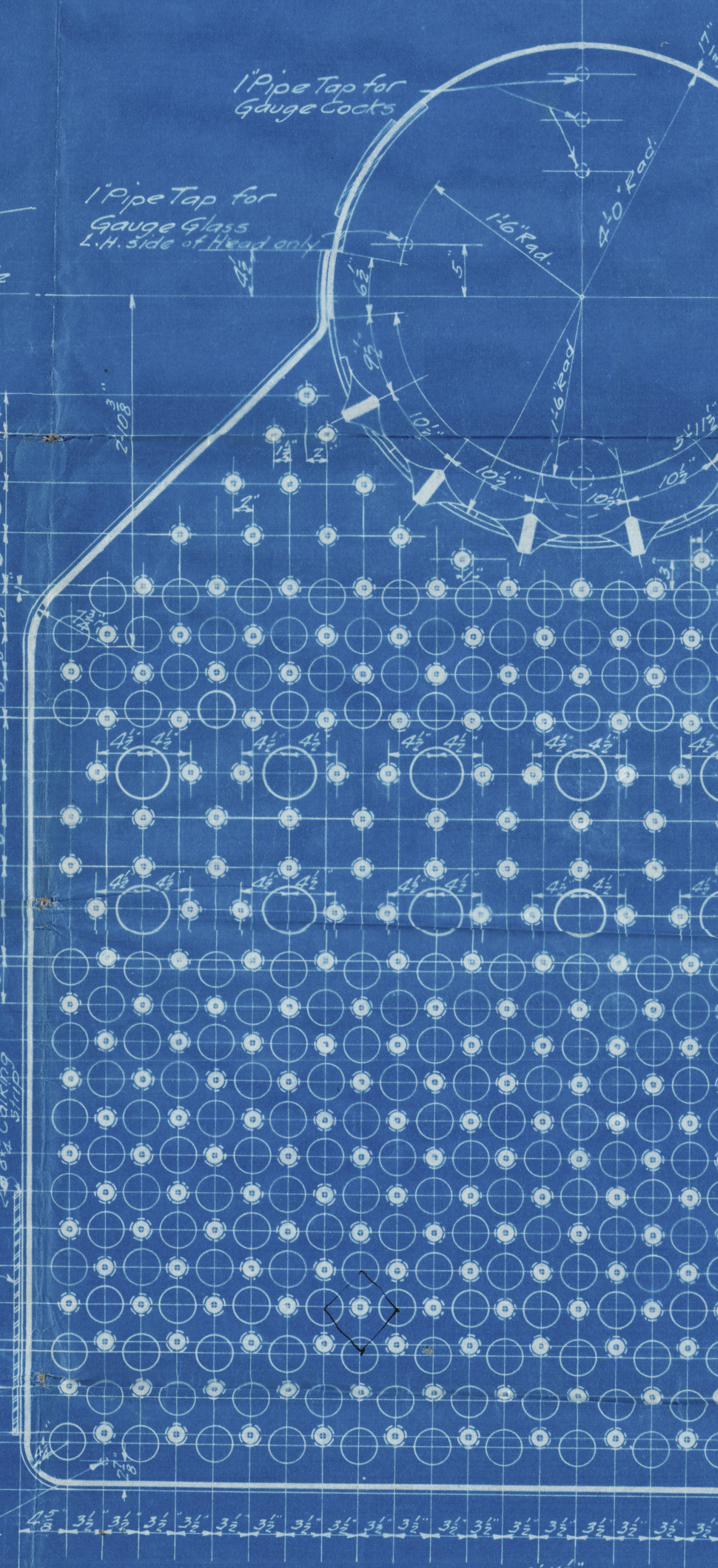
Note.- Above table based on ultimate tension of 58000 lbs. per sq. in. factor of safety 6. Shearing value $58000 \times \frac{23}{28}$

Note
Handholes punched $2\frac{5}{8}$" dia. annealed, and reamed to $3\frac{5}{8}$" dia.
Tubeholes " $2\frac{5}{8}$" " " " " to $3\frac{17}{32}$" "
Staybolt holes " $1\frac{1}{16}$" " " " to $1\frac{9}{16}$ " and
tapped $1\frac{11}{16}$" - $11\frac{1}{2}$ threads per in.
Rivet holes punched $\frac{1}{4}$" small and reamed to size.
According to page 4, Fourth Suplement to General Rules, and Regulations, Circular letter May 22, 1917, Steamboat Inspection Service.

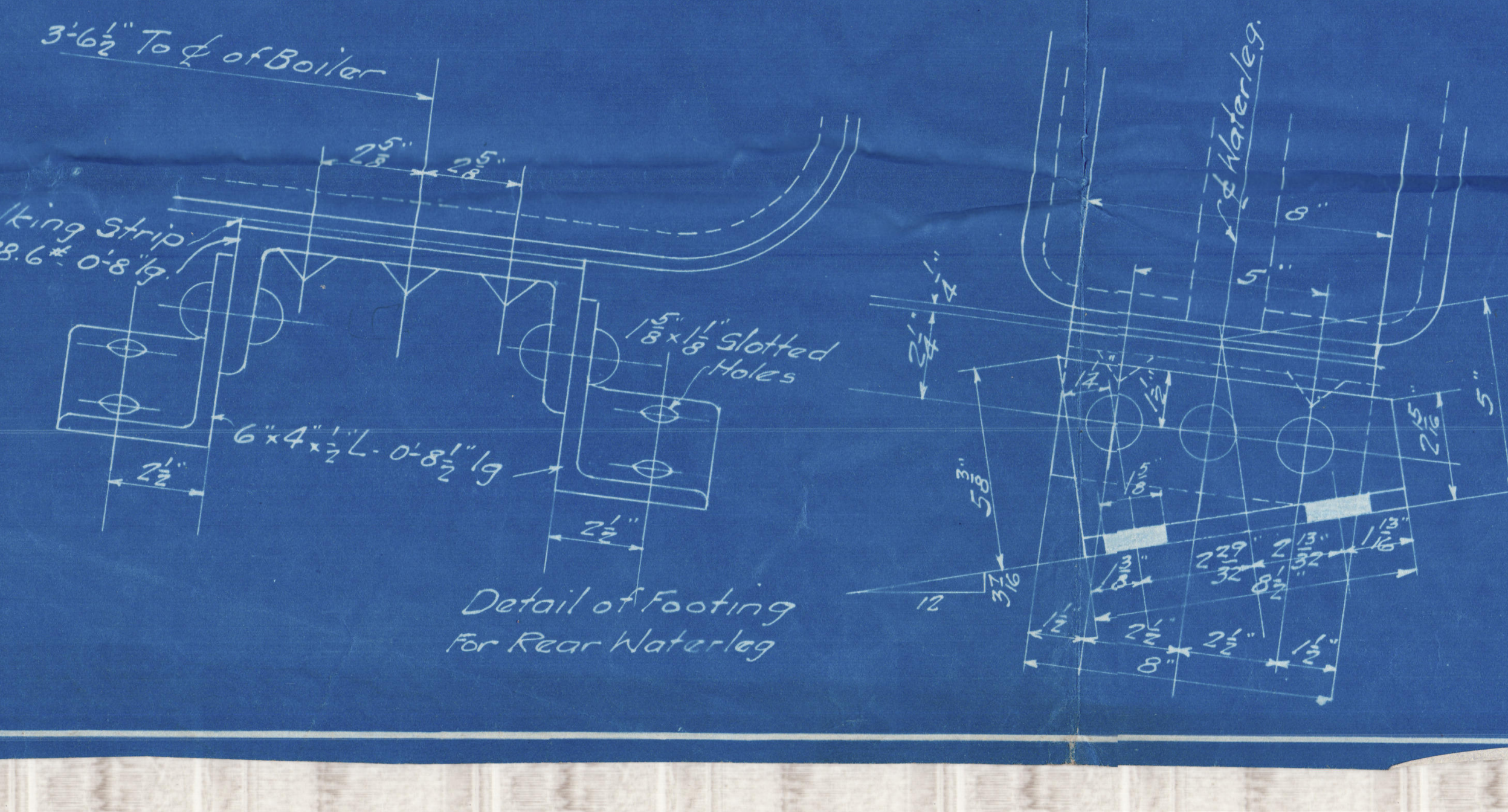

1" Pipe Tap for Gauge Glass
4'-0" Dia.
$\frac{17}{32}$"
1" Pipe Taps for Gauge Cocks L.H. Side of Head Only
1" Pipe Tap for Gauge Glass
$11\frac{1}{2}$"
$10\frac{1}{2}$"
Inside
See Detail of Footing
8'-$11\frac{1}{4}$"

Section A-B. Showing Tube Sheet


$8\frac{1}{2}$"
5"
36-$\frac{7}{8}$" Rivets Equally Spaced
2'-0"
3'-$2\frac{1}{2}$"
A
5" Saddle
6-$\frac{5}{8}$" Rivets Ctsk.
6-$\frac{3}{4}$" Studs-$2\frac{3}{4}$" lg
Dry Pan
1'-4" x 1'-$2\frac{1}{2}$" Opening in Shell
Deflecting Pl.
Surge Pl.
12'-$9\frac{1}{2}$"
Normal Water Line
℄ Shell
4'-0" Rad.
C
5" dia. x $\frac{1}{2}$" Pad Tapped 1" Pipe Tap
11 x 15" Manhole
$2\frac{1}{2}$" Hough Check V.
Counterbore
Studs
Pipe Tap
$2\frac{1}{2}$" Hough Stop V.
Drilling for Feed Pads
$2\frac{1}{2}$" Pipe
Mud Drum
2" Pipe
9'-0"
2" Blowoff V.
$\frac{7}{8}$" Rivets ctsk.
Drilling for Blowoff Pad
1" Rivets $2\frac{5}{8}$" Pitch
$\frac{3}{4}$" End of Tube to Outside face of Plate
$\frac{17}{32}$" Thickness of Tube Sheet
Angle of Tubes with Shell
Thickness of Handhole Sheet
$3\frac{1}{2}$" dia. Tubes #9 Gauge 12'-0" long
15 Staytubes
Phoenix Handholes
$3\frac{1}{2}$" dia. Tubes #8 Gauge Lower Row only
12'-$9\frac{1}{2}$"
Angle with floor
B
D
5"
8"
11"
$\frac{1}{2}$" Pipe Tap for Solinometer


1" Pipe Tap for Gauge Cocks
1" Pipe Tap for Gauge Glass L.H. side of Head only
4'-0" Rad.
1'-6" Rad.
$4\frac{1}{2}$"
8'-$11\frac{1}{4}$"
$1\frac{1}{2}$" Pipe Tap for Drain

Section C-D. Showing Tube Sheet


3'-$6\frac{1}{2}$" To ℄ of Boiler
$2\frac{5}{8}$"
9" x 8" x $\frac{1}{4}$" Calking Strip
9" Ship [28.6# - 0'-8" lg.
$1\frac{5}{8}$" x $1\frac{1}{8}$" Slotted Holes
6" x 4" x $\frac{1}{2}$" L - 0'-$8\frac{1}{2}$" lg
$2\frac{1}{2}$"
℄ Waterleg
8"
5"
12
$8\frac{1}{2}$"

Detail of Footing
For Rear Waterleg

APPROVED
LLOYDS REGISTER OF SHIPPING
SEP 14 1917
NEW YORK

200# Working Pressure

HEINE SAFETY BOILER CO.

BOILER DETAILS
For HEINE MARINE BOILER
Made for Los Angeles Shipbuilding
& Dry Dock Co. Los Angeles Calif.
102-247-12

DRAWN BY N.Z. TRACED BY N.Z. CHECKED BY SCALE 1" = 1 ft.	PHOENIXVILLE, PA. 9-13-17 111-22-P	REVISED DATE

W1505-0090